

NORTHEAST OPERATING RULES ADVISORY COMMITTEE (NORAC) PRACTICE TEST (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE**

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

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- 1. What speed must not be exceeded on FRA Excepted Track?**
 - A. 15 MPH
 - B. 20 MPH
 - C. 10 MPH
 - D. 5 MPH
- 2. Which group is responsible for the regulations regarding Engineer certification?**
 - A. Federal Railroad Administration
 - B. National Transportation Safety Board
 - C. Occupational Safety and Health Administration
 - D. American Railroad Association
- 3. If an Engineer does not have their certification card, what should they do?**
 - A. Notify a FRA representative immediately
 - B. Leave the job site
 - C. Obtain a replacement quickly
 - D. Continue working without it
- 4. Where should the employee giving hand signals be located?**
 - A. Anywhere they can see the track
 - B. In a location where they can be plainly seen
 - C. Close to the railroad track's edge
 - D. Next to the engineer's cabin
- 5. How does speed on the main track affect flagging distance?**
 - A. Lower speed requires greater distance
 - B. Higher speed requires greater distance
 - C. Speed does not affect distance
 - D. Speed requires immediate stop
- 6. What is required of employees regarding their conduct while on duty?**
 - A. To focus exclusively on their personal matters
 - B. To report any violations promptly to authorities
 - C. To take frequent breaks for personal rejuvenation
 - D. To avoid engaging with other employees

7. Which activities are prohibited under Rule G concerning drugs and alcohol?

- A. Using controlled substances while off duty
- B. Consuming caffeine during work hours
- C. Using or being under the influence of alcohol while on duty
- D. Using legal recreational drugs

8. Where must employees display their qualifications?

- A. On their work uniforms
- B. In the 'Qualified for Service' page of their timetable
- C. On a public bulletin board
- D. In company emails

9. What should trains operating on an out-of-service track ensure regarding automatic highway crossings?

- A. They may proceed immediately
- B. They must check that warning devices have operated for at least 20 seconds
- C. They can ignore the warning devices
- D. They should slow down but not stop

10. How does the NORAC define 'Normal Speed'?

- A. As the speed that trains typically operate under
- B. As the maximum speed allowed without restrictions
- C. As the speed that does not exceed Maximum Authorized Speed
- D. As the speed required for freight operations

Answers

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1. C
2. A
3. A
4. B
5. B
6. B
7. C
8. B
9. B
10. C

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Explanations

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1. What speed must not be exceeded on FRA Excepted Track?

- A. 15 MPH
- B. 20 MPH
- C. 10 MPH**
- D. 5 MPH

The speed limit that must not be exceeded on Federal Railroad Administration (FRA) Excepted Track is 10 MPH. This regulation is established to ensure the safety of operations on tracks that do not meet the standards for higher classifications. Excepted track is typically used for limited operations where conditions may not be ideal, such as tracks with structural deficiencies or those that require special monitoring. By enforcing a maximum speed of 10 MPH, the FRA aims to minimize the risk of derailments and other accidents that can occur due to track conditions. This limit is in place to protect not only the equipment and cargo but also the safety of personnel operating on or near these tracks. It is crucial for railroad employees and operators to adhere to this speed limit to maintain safety standards while utilizing such tracks.

2. Which group is responsible for the regulations regarding Engineer certification?

- A. Federal Railroad Administration**
- B. National Transportation Safety Board
- C. Occupational Safety and Health Administration
- D. American Railroad Association

The Federal Railroad Administration (FRA) is the correct choice because it is the federal agency responsible for regulating and overseeing safety in the rail industry in the United States, including the certification of engineers. The FRA establishes and enforces regulations for various aspects of rail operations, which encompass the qualifications and certification processes for engineers, ensuring that they meet the necessary standards for safe operation of trains. The other options each serve different roles in transportation and worker safety, but they do not specifically regulate engineer certification in the rail industry. The National Transportation Safety Board (NTSB) investigates transportation accidents and makes recommendations for safety improvements; the Occupational Safety and Health Administration (OSHA) focuses on workplace health and safety regulations across various industries, not specifically rail engineering; and the American Railroad Association primarily serves as a trade association representing railroads, but it does not have the authority to create or enforce regulations related to certification.

3. If an Engineer does not have their certification card, what should they do?

A. Notify a FRA representative immediately

B. Leave the job site

C. Obtain a replacement quickly

D. Continue working without it

Notifying a Federal Railroad Administration (FRA) representative immediately is the correct action to take if an engineer does not have their certification card. This procedure underscores the importance of maintaining compliance with federal regulations, which are paramount in ensuring safety and operational standards within the railroad industry. By informing the FRA representative, the engineer can receive guidance on how to proceed, including whether they can continue working under specific circumstances, or what steps to take to remedy the situation. This approach also encompasses broader implications for safety and accountability in rail operations. It ensures that all personnel are properly certified and that any lapses are addressed swiftly, thereby enhancing overall safety and compliance efforts. Taking prompt action reinforces the commitment to operational integrity, as it aligns with regulatory expectations and minimizes the risk of unauthorized operations. The other options may lead to adverse situations: leaving the job site could disrupt operations, obtaining a replacement card quickly might not be feasible in the immediate moment, and continuing work without the card could violate safety regulations and pose risks.

4. Where should the employee giving hand signals be located?

A. Anywhere they can see the track

B. In a location where they can be plainly seen

C. Close to the railroad track's edge

D. Next to the engineer's cabin

The employee giving hand signals should be in a location where they can be plainly seen to ensure the effectiveness of the signals being conveyed. This positioning is crucial for safety and communication in railroad operations. When hand signals are being used, it is vital for both the employee and the train crew to maintain a clear line of sight. If the signals are not plainly visible, there may be misunderstandings or delayed responses, which can lead to dangerous situations. Being in a position that is easily visible helps ensure that the engineer or crew members can quickly and accurately interpret the signals, leading to safer and more efficient train operations. Thus, the answer emphasizes the importance of visibility in the role of the employee giving hand signals, highlighting the need for effective communication.

5. How does speed on the main track affect flagging distance?

A. Lower speed requires greater distance

B. Higher speed requires greater distance

C. Speed does not affect distance

D. Speed requires immediate stop

The correct answer indicates that higher speed requires greater flagging distance, and this principle is rooted in safety and operational procedures. When trains operate at higher speeds, they have a longer stopping distance due to their momentum. This means that if a train encounters an obstacle or is instructed to stop, it needs more time and distance to safely come to a halt. Flagging distance is critical in scenarios where visibility may be limited or when a warning needs to be communicated to trains traveling at speed. The flagger must ensure that the signal or warning will be seen and understood by the train engineer in sufficient time to initiate actions that ensure safety, including slowing down or stopping the train. Therefore, as speed increases, so too must the distance at which these signals are placed to allow for safe operations. The concept also accounts for reaction times and necessary braking distances, which are also proportional to the speed of the train. Consequently, this ensures that train operations are conducted safely and efficiently within the established guidelines.

6. What is required of employees regarding their conduct while on duty?

- A. To focus exclusively on their personal matters
- B. To report any violations promptly to authorities**
- C. To take frequent breaks for personal rejuvenation
- D. To avoid engaging with other employees

Employees are required to report any violations promptly to authorities as a fundamental part of maintaining a safe and compliant workplace environment. This responsibility is crucial because it helps ensure adherence to safety protocols, regulations, and operational standards. By reporting violations, employees contribute to the overall safety of operations and uphold the integrity of their workplace. Engaging in personal matters or taking frequent breaks for personal rejuvenation may detract from the employee's focus on their job responsibilities, while avoiding engagement with other employees can undermine teamwork and communication. Reporting violations is an essential duty that not only protects the individual but also the team and the organization as a whole.

7. Which activities are prohibited under Rule G concerning drugs and alcohol?

- A. Using controlled substances while off duty
- B. Consuming caffeine during work hours
- C. Using or being under the influence of alcohol while on duty**
- D. Using legal recreational drugs

Rule G specifically addresses the safety and operational integrity of railway operations with strict prohibitions concerning drugs and alcohol. The correct choice encompasses the essential regulation that prohibits personnel from using or being under the influence of alcoholic beverages while on duty. This restriction is in place to ensure that all employees are fit for duty, which is crucial for maintaining a safe working environment and protecting the lives of workers and the public. Being under the influence of alcohol compromises judgment, reaction time, and overall performance, which can lead to accidents and dangerously unsafe situations. Thus, adhering to this rule is essential for anyone in the rail industry to ensure reliability and safety during operations. In contrast, the other activities listed do not align with the key prohibitions set forth by Rule G in the same way. For example, consuming caffeine is generally considered acceptable in moderation and does not impair the ability to perform duties. Additionally, the use of controlled substances while off duty isn't specifically addressed in the context of affecting one's on-duty performance under Rule G, while legal recreational drugs may vary in their effects depending on jurisdiction and specific regulations.

8. Where must employees display their qualifications?

- A. On their work uniforms
- B. In the 'Qualified for Service' page of their timetable**
- C. On a public bulletin board
- D. In company emails

Displaying qualifications on the 'Qualified for Service' page of a timetable is essential because it provides a centralized and official means of verifying that employees are trained and certified for specific roles or tasks. This protocol ensures that all relevant personnel and operating staff can access this information easily, promoting safety and compliance with operational standards. In the context of railroad operations, where maintaining safety and efficiency is paramount, this documentation serves as an immediate reference point for supervisors and other employees who need to confirm that someone is qualified before they can perform certain duties. By using a systematic approach to display qualifications, organizations can ensure consistency and accountability, ultimately enhancing operational integrity. While uniforms, bulletin boards, and emails might serve other purposes in a workplace, they do not provide the structured and formal means of qualification verification that the 'Qualified for Service' page offers.

9. What should trains operating on an out-of-service track ensure regarding automatic highway crossings?

- A. They may proceed immediately
- B. They must check that warning devices have operated for at least 20 seconds**
- C. They can ignore the warning devices
- D. They should slow down but not stop

The correct choice underscores the importance of safety at automatic highway crossings when trains are operating on an out-of-service track. Trains must confirm that the warning devices—such as lights, bells, and gates—have activated and operated for a sufficient period, typically at least 20 seconds, prior to proceeding. This precaution is critical because it ensures that any vehicles or pedestrians are adequately warned of the approaching train, thereby minimizing the risk of accidents. The requirement for the warning devices to have operated for a specific time helps to ensure that motorists and others near the crossing are aware of the train's presence in time to react appropriately. This practice reflects the general safety protocols established to protect both train operators and the public, particularly in scenarios that may involve emergency maintenance or unusual operations on tracks that are usually not in service. Maintaining heightened awareness around automatic highway crossings, especially on out-of-service tracks, is essential for preventing incidents that could lead to serious injuries or fatalities. Therefore, checking the operation of warning devices aligns with the fundamental safety objectives within railway operations.

10. How does the NORAC define 'Normal Speed'?

- A. As the speed that trains typically operate under
- B. As the maximum speed allowed without restrictions
- C. As the speed that does not exceed Maximum Authorized Speed**
- D. As the speed required for freight operations

The definition of 'Normal Speed' under the NORAC pertains to the operational framework for train movements and safety. It refers to a speed that does not exceed the Maximum Authorized Speed, which is a critical component in ensuring safe operations within the railroad network. When a train operates at a Normal Speed that adheres to this definition, it helps maintain proper control and limits the risks associated with excessive speeds. Understanding this concept is crucial for railroad employees as they adhere to safe practices while managing train operations. In this context, other options do not capture the regulatory compliance and safety concerns that the definition of Normal Speed encapsulates. Operational practices such as typically operating speeds or speeds required specifically for freight do not provide the same level of safety assurance as maintaining operations within the bounds of Maximum Authorized Speed. Thus, option C is the most accurate representation of how NORAC defines 'Normal Speed.'

Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

<https://norac.examzify.com>

We wish you the very best on your exam journey. You've got this!

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